



**NIAGARA
TO
THE SEA**

**THOUSAND ISLANDS,
RAPIDS, MONTREAL,
QUEBEC, SAGUENAY RIVER.**



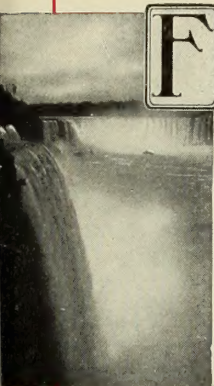
**RICHELIEU
& ONTARIO
NAVIGATION CO.**

**1909 is the Centenary of Steamer Navigation
on the St. Lawrence River.**

NIAGARA TO THE SEA

THE FINEST INLAND WATER TRIP IN THE WORLD

Covering 800 miles from Toronto through Lake Ontario, the Thousand Islands, the exciting descent of the wonderful Rapids of the St. Lawrence, Montreal, Quebec, the sublime scenery of the St. Lawrence below Quebec, and the Saguenay River. The most varied in scenery, the richest in historic association, which can be made on the continent.



FROM Niagara Falls the Niagara River dashes down for fourteen miles through a gorge excavated by itself, passing Lewiston, on the American side, and Queenston, on the Canadian side. From the Falls to Lewiston communication is by New York Central Railroad or Niagara Gorge Electric Railway, also from the Falls to Niagara-on-the-Lake, by Michigan Central R. R.

Niagara Gorge. The Great Gorge Route trip is one of the principal features of a visit to Niagara Falls. Observation cars are run for seven miles through the beautiful Niagara Gorge, in full view of the Rapids and Whirlpool.

From Lewiston, Queenston, and Niagara-on-the-Lake the steamers of the Niagara Navigation Company run across Lake Ontario to Toronto.

Other routes from the Falls to Toronto are by Grand Trunk via Hamilton or electric railway to Port Dalhousie and steamer.

Connection can also be made via New York Central R. R. to Charlotte, thence steamer, but this route does not permit of stop-over at Clayton, Frontenac or Alexandria Bay.

The Richelieu & Ontario Navigation Co. has an Information Bureau at No. 6 Cataract Hotel Block, Niagara Falls, N. Y.

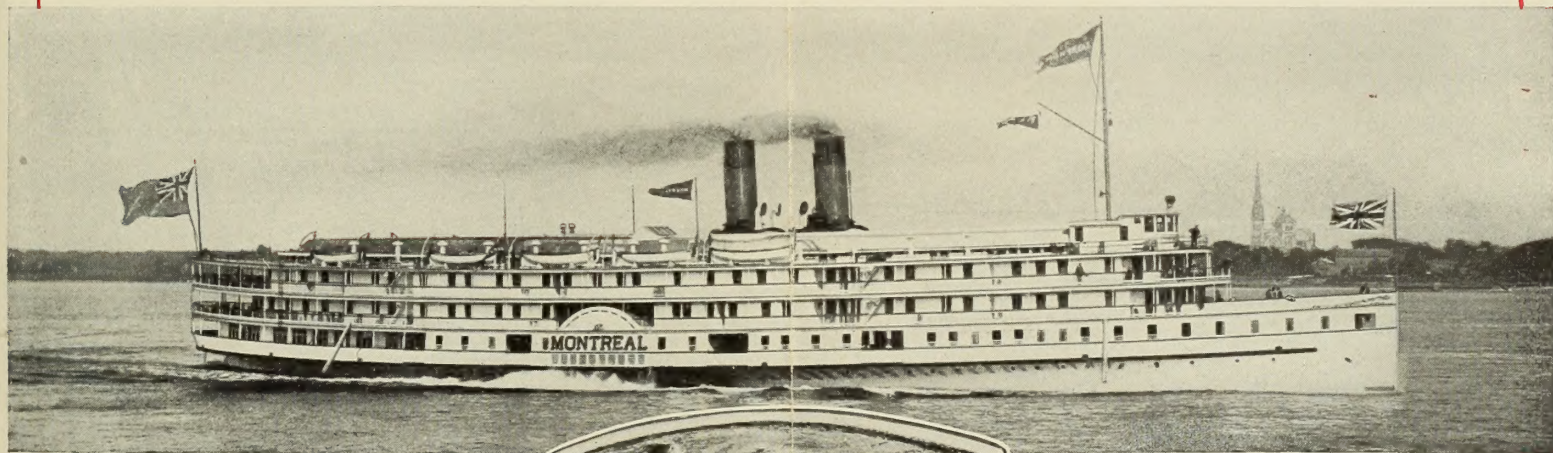
The Richelieu & Ontario Navigation Co.'s Tourist Steamers leave Toronto daily during the summer, running via Lake Ontario, the American channel by daylight, through the Thousand Islands and all the Rapids to Montreal.

Kingston, Ont., is the principal fortified point west of Quebec. [Passengers should arrange to be called after leaving. Breakfast is served shortly after, and the Thousand Islands scenery proper can then be enjoyed without interruption.]

The steamer leaves, going east, at 6.00 a. m., and after rounding Cedar Island with its Martello tower, commences the descent of the River St. Lawrence. Wolfe Island is on the right, Milton, the "Spectacles," and Howe Islands are passed on the left, and at the east end of Wolfe Island the Thousand Islands proper begin. There are three main channels through the islands; one along the north, or Canadian shore; the middle channel, near the boundary line; and the South, or American channel, along the shores of New York State.

The River St. Lawrence, together with the great lakes, form the grandest system of inland navigation in the world. It extends from the head waters of Lake Superior to Cape Gaspe, on the Atlantic Ocean, a distance of 2,100 miles.

The total area of the St. Lawrence Basin is about 510,000 square miles, of which the United States owns 187,440 and Canada 322,560 square miles. The total length of the river from Kingston to Point des Monts is 688 miles. The great lakes and St. Lawrence form a natural boundary line between the United States and Canada, ending near Cornwall, Ontario, from which point the river runs entirely through Canadian territory. Throughout its entire length the St. Lawrence has the clearness and purity of a mountain spring.



STEAMER

"MONTREAL"

Toronto, Ont., is the capital of the Province of Ontario. (R. & O. ticket office, 2 King Street, East.) Leaving Toronto (Company's wharf, foot of Yonge Street) at 3.00 p. m., going east, the steamers call at

Charlotte, N. Y., near the mouth of the Genesee River, seven miles north of Rochester, which is reached by New York Central R. R. or electric line. N.Y.C.R.R. connection for New York and points east, and Buffalo and points west.

The Richelieu & Ontario Navigation Co. has a ticket office in the Powers Hotel, Rochester, N. Y.



Bronze Panel, Steamer "Montreal"

Thousand Islands. Are 1,692 in number and extend from Lake Ontario to Prescott, fifty miles. From the deck of the Richelieu Co.'s steamers the traveler has a glorious opportunity of viewing the ever-changing attractions of this wonderful natural panorama. Every turn of the boat brings new views, new scenes and new life.

Many of the islands are owned by wealthy people, who have built fine residences and laid out tasteful grounds. The scenery by day is grand and inspiring, while the illuminations, the music, the flashing boats, and the festivities by

J. Jordan Sept 2009 \$95.00

THROUGH THE BEAUTIFUL THOUSAND ISLANDS BY DAYLIGHT

night make the evenings enchanting. The first stop, after leaving Kingston, is

Clayton, N. Y. Many anglers make Clayton their headquarters.

Frontenac, N. Y., three miles east, is the location of one of the largest and finest hotels amongst the Thousand Islands. Opposite Frontenac is Murray Isle, with a large hotel.

Thousand Island Park, N. Y., on Wellesley Island, with a summer population of 7,000, next comes in view. On the mainland three miles eastward, is St. Lawrence Park and then in quick succession come Isle Royal, Seven Isles, Point Vivian, Warren and Cherry Islands, Nobby, Welcome and Linlithgow, all with beautiful summer homes.

Alexandria Bay, N. Y., the last American port at which the steamer stops, with its fine summer hotels, is where the largest tourist travel centers.

The Company has an information bureau at this point.

From any of the American resorts delightful excursions may be made by local steamers, which make several trips daily and searchlight trips at night amongst the islands.

Wednesday and Saturday nights are the grand illumination nights of all the islands. The American Power Boat Association races for the Gold Challenge Cup will be held at Alexandria Bay this summer.

formerly an old windmill, where the Battle of Windmill Point was fought in 1837. Opposite Prescott is Ogdensburg, N. Y., and below, on Point Airy, the New York State Insane Asylum.

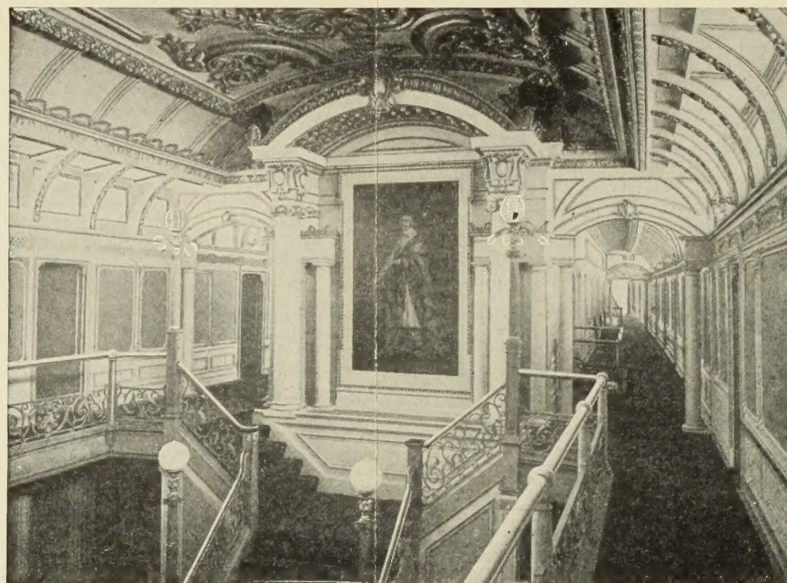
Rapids of the St. Lawrence. From the Thousand Islands to Montreal the entire trip is made by daylight on the Richelieu Company's steamers, the only line running all the rapids, and there is a constant succession of pleasing views and thrilling passages.

The Galops and the Rapids du Plat are the first and least exciting, though they afford sufficient change from the smooth surface and steady current of the upper river to give a suggestion of the fierceness and grandeur to come.

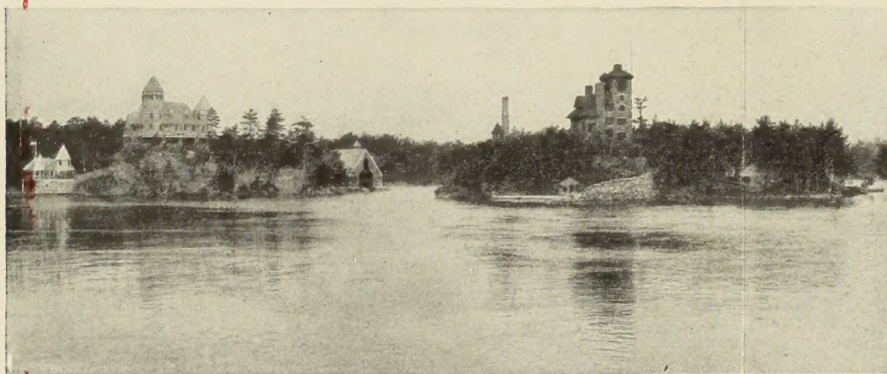
Long Sault Rapids come next. These are the first of the great rapids, nine miles in length, with a fall of 48 feet and considered the greatest of them all, containing the heaviest swells on the river, especially in one part known as the "Cellar." Waves dash in air as they meet steadfast opposition from

treacherous reefs or are hurled back to meet the force of rushing waters. The sensation experienced on board the steamer is most thrilling. The vessel suddenly shoots forward, then there is a sudden sinking; those experienced in sea and lake voyages naturally expect that the boat will rise again, but it does not. Again it rushes forward and again the sinking is felt, as if the vessel had ceased to struggle.

Cornwall, Ont. Here the center of the river ceases to be the boundary between Canada and the



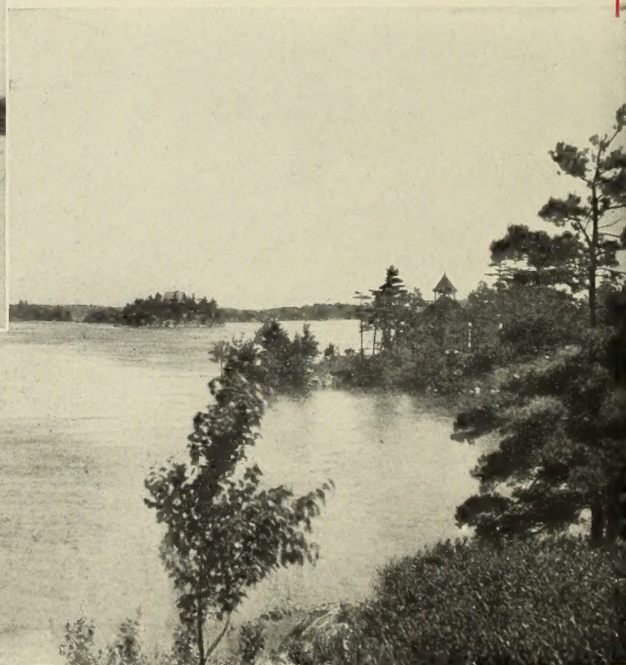
Interior Steamer "Montreal"



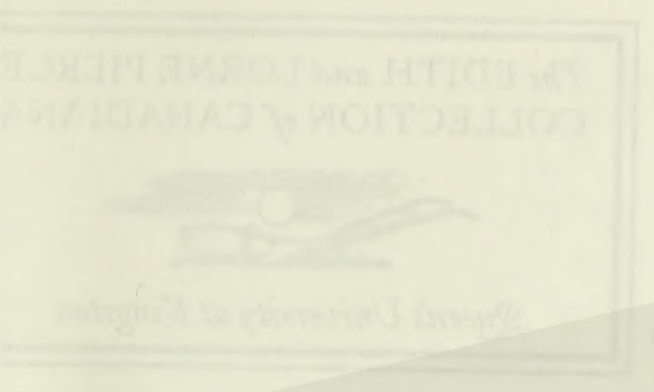
Opposite Alexandria Bay are Castle Rest on Pullman Island, Isle Imperial and Hart Island; then come Bonny Castle, Sport Island, Summerland Group and Manhattan, and then gradually the channel widens and the islands become fewer as we approach

Brockville, Ont., a flourishing picturesque city. Twelve miles farther we stop at

Prescott, Ont., Passengers' Transfer. At this point the lake steamers transfer passengers to the river steamers, to run the rapids and westbound passengers transfer from river steamers to lake steamers. An earth fortification here is known as Fort Wellington. The stone lighthouse east of the town was



Among the Thousand Islands



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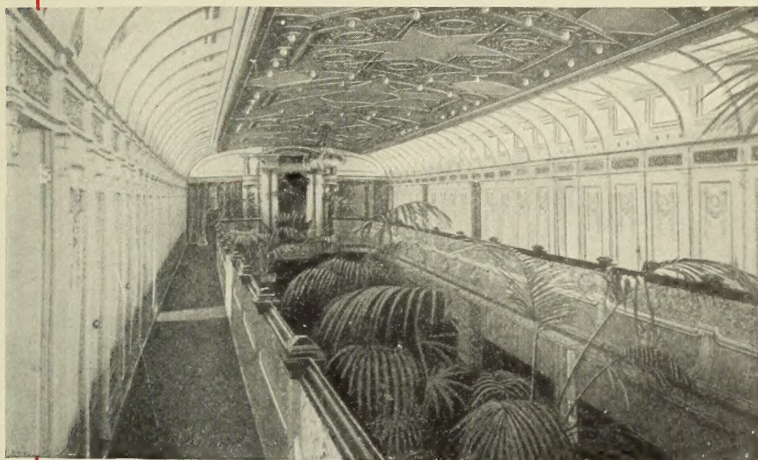
MAGNIFICENT NEW OBSERVATION STEAMERS NOW ON RAPIDS DIVISION

United States. For the next thirty miles, the river widens into

Lake St. Francis. At the foot of the lake on the left is

Coteau Landing, Que., where the little white houses and the big church denote that we are now in French Canada. After passing the village, we enter the

Coteau Rapids. The channel through this group of rapids is very tortuous, winding in and out amongst the islands, and crossing from bank to bank. At times the steamer almost brushes the trees on shore, and the speed with which the steamer rushes past the shore is an indication of the swiftness of the current. Seven miles further on are



Main Saloon, Steamer "Kingston"

Cedar Rapids, considered by those familiar with the river to be the most beautiful of all the rapids. On the left, as we descend these rapids, is "Cedar Island," and on the right "Hell's Hole," the most turbulent spot in the river. A few minutes brings us to

Split Rock Rapids, really the most difficult to navigate of them all, immediately after which comes the

Cascade Rapids, with their white crests. The fall of these last four rapids is eighty-four feet in eleven miles. The Soulanges Canal parallels the river on the north side from Coteau to Cascade Point, and is a most interesting sight, being massively built of stone; operated and lighted by electricity. The river for the next twelve miles widens out, and is called Lake St. Louis, at the east end of which, on the north side, is the town of Lachine, and opposite the village of the Caughnawaga Indians. We soon pass under the Lachine Railway bridge, and shortly afterwards are dashing through the

Lachine Rapids, the last of the chain, with a fall of forty-five feet. The channel through the Lachine rapids is narrow and tortuous, until the river broadens and calms itself, as it sweeps under the Victoria Bridge to Montreal.

The steamer here transfers passengers to the company's steamers for Quebec and the Saguenay, and we advise those who intend visiting Quebec and the Saguenay to make this transfer now, and continue their journey, stopping over at Montreal on their return.

Montreal, Que. (R. & O. ticket office, 128 St. James Street, opposite postoffice), the commercial metropolis of Canada, founded in 1642; named from Mount Royal, the mountain behind the city. The first church, Notre Dame de Bonsecours,

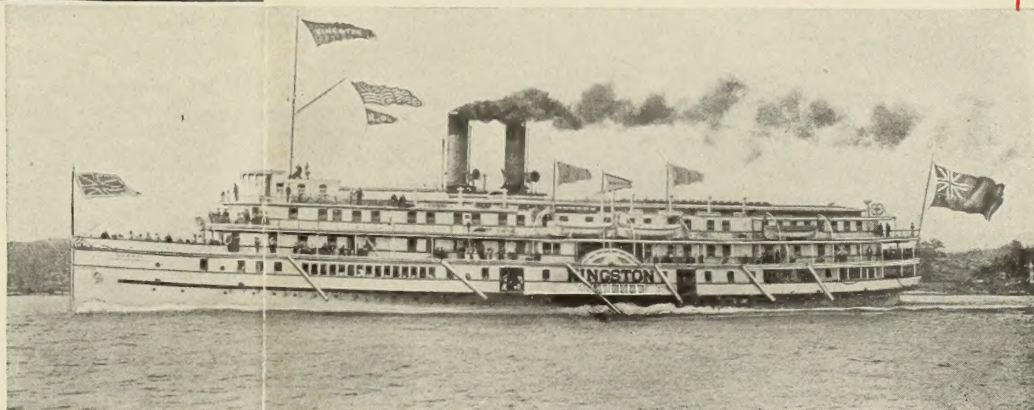
was built in 1657. A visit to the Chateau de Ramezay, the Church of Notre Dame, St. James Cathedral (on the plan of St. Peters at Rome), Mount Royal Park, and many other places, will be found interesting. Historic spots in the older portions of the city are marked by marble tablets. Montreal is the headquarters for ocean shipping, and is the principal financial and business center of Canada, and one of the wealthiest cities of its size in America. Its universities, hospitals and public buildings are beautiful architecturally, and the entire city has an appearance of wealth and solidity. The St. Lawrence canals, between Kingston and Montreal, have a capacity to pass vessels 255 feet long, 44 feet wide and 14 feet draft of water, the same as the Welland Canal between lakes Erie and Ontario.

The company's steamers between Montreal and Quebec are very fine and large, with double tiers of staterooms. (See description of new steamers at end of folder.) They leave Montreal at 7.00 p. m. Dinner is served after leaving. The cool breezes of the river, the tranquil scenery, as Longueuil, Boucherville, Varennes and Vercheres, are passed in rapid succession, make this portion of the trip very enjoyable.

Sorel, at the mouth of the Richelieu River, the northern outlet from Lake Champlain, is the first stop. For the next thirty miles the river widens out into Lake St. Peter and at the foot of the lake a stop is made at

Three Rivers, near the delta of the St. Maurice River. It was the third of the French settlements, having been founded in 1618, the first two being Tadousac and Quebec, and the fourth Montreal. It is at the head of tidewater on the St. Lawrence.

Batiscan, at the mouth of the Batiscan River, is the next stop, and from here onward the St. Lawrence increases greatly in depth and boldness. Twelve miles west of Levis, on the



Steamer "Kingston"

south shore, we pass the mouth of the Chaudiere River. The ruins of the great Quebec bridge, which collapsed in August, 1907, are seen at this point.

Levis, opposite Quebec, is a city whose fortifications are only second to those of Quebec.

Quebec, capital of the province. In 1535 Jacques Cartier sailed from France to discover a new way to the Indies. He sailed up the magnificent river and called it the St. Lawrence, and anchored at a little tributary, which he called St. Croix. After visiting Hochelaga (Montreal), he wintered here and returned to France the following spring. In 1608 Samuel de Champlain planted the fleur-de-lis of France on the heights of Quebec, and became the real founder of New France. In 1629 Quebec fell into the hands of the British, but with the rest of the country was restored to the French in 1632. In 1690 the British again attacked it and failed, but in 1759 were successful under Wolfe, when he and the French general, Montcalm, fell in the battle of the Plains of Abraham. The whole of Canada then passed into the hands of the British. On

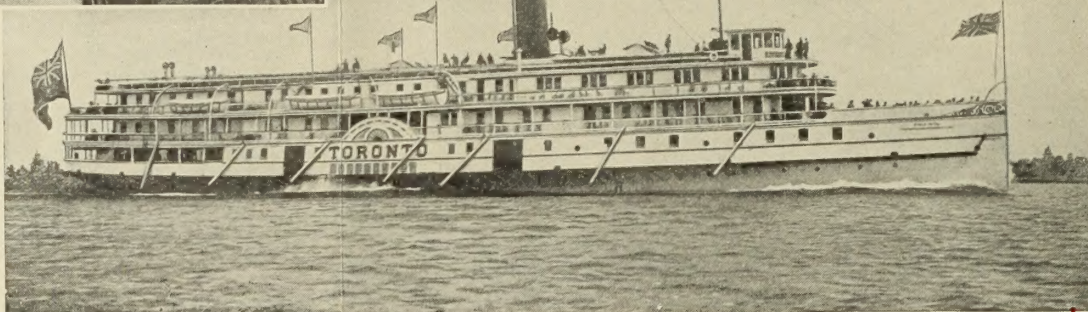
THE LOWER ST. LAWRENCE BY DAYLIGHT

December 31, 1775, the American general, Montgomery, made an unsuccessful assault on the city, and was slain. Quebec is the principal military station in Canada, and, next to Gibraltar, the strongest fortified position in British territory. A walled



Main Saloon, Steamer "Toronto"

fortification, with gates, surrounds the old city; the fortifications and best residence portion, or "Upper Town," are on the high land, and the business part and the older portion of the city are at the base of the cliff, on the St. Lawrence, around the point and along the bank of the St. Charles. The citadel is on the highest point, facing the St. Lawrence, 340 feet above the river, and a wall from the citadel runs along the top of the promontory to a point near the roadway, between upper and lower town. Inside of this is the famous public promenade, known as Dufferin Terrace, and at the east end of this terrace is that splendid hotel, the "Chateau Frontenac," unique in character and design, and a noble adjunct even to so grand a spot. In all its phases; in the approach by the river from the west; in the departure going east; from the citadel, the terrace, or from the chateau; looking down on the houses and ships and water beneath, and across to Levis, and out on the winding river toward the sea; in the narrow, precipitous stairs and streets, and queer old crannies built against the cliff; in its



Steamer "Toronto"

de Beaupre (twenty miles east, reached by electric railway), where over 150,000 pilgrims annually pay their devotions.

Those who intend visiting the Saguenay should take the Saguenay steamer, immediately on arrival at Quebec, and stop over at Quebec on the return; this will save time and transfer. The Saguenay steamers leave at 8.00 a.m.

After passing the southern shore of the Isle of Orleans, our steamer follows the north shore of the river to Tadousac. The scenery is majestic and beautiful beyond description; the mountainous capes and bold banks of the river are covered with pine, spruce and cedar, delighting the eye with every

shade and blend of green, and impregnating the salt air with their wholesome fragrance. All along this route are scenes of beauty and grandeur, which are missed by the tourist unless the round trip is made by steamer from Quebec.

Mount Ste. Anne, 2,700 feet in height, with the world-famed shrine nestling at its foot, is seen in passing the east end of the Isle of Orleans, and a short distance beyond is Cape Tourmente, 2,000 feet in height. Here salt water begins, and the river widens until it assumes the proportions of an inland sea. Burnt Cape, Cape Rouge and Cape Gribauve—2,200 feet in height—are passed; then comes Cape Maitland, and five miles below our steamer enters the beautiful mountain-enclosed

Baie St. Paul, sentineled on the west by Cape Labaie and on the east by Cape Corbeau. After leaving Baie St. Paul, Isle aux Coudres is passed on the right.

Les Eboulements is picturesquely situated high up on the side of Mount Eboulements, which looms 2,700 feet above the river, and after calling at this port the steamer proceeds past beautiful bays and mountain capes towards another Lower St. Lawrence beauty spot,

St. Irene, one of the most charming and healthful resorts on the river, possessing a number of fine summer homes and an attractive hotel near the wharf.

Murray Bay, the most popular watering place on the Lower St. Lawrence, where the Richelieu & Ontario Navigation Company operates its splendid "Manoir Richelieu," the largest and best-equipped summer hotel in Canada. Golf, fishing, sailing,



Steamer "Rapids King," in St. Lawrence Rapids

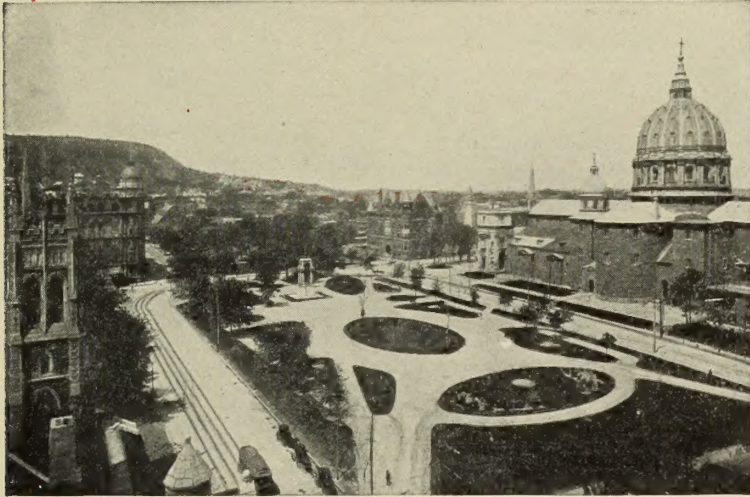
history and people; its old-time battlements, walls and gates—there is nothing like quaint old Quebec in the old world or new. The visitor to Quebec should visit the Falls of Montmorency, seven miles east of the city, also the famous shrine of St. Anne

THE SAGUENAY RIVER IS THE GRANDEST NAVIGABLE MOUNTAIN GORGE IN THE WORLD.

and all the popular amusements may be enjoyed, and the drives are numerous and charming. Murray Bay is especially noted for its bracing and health restoring atmosphere, the climate being a combination of mountain and sea air.

Cap a L'Aigle, six miles farther down, is another growing resort.

At all the Lower St. Lawrence resorts summer cottages may be rented or board obtained at very reasonable figures.



A Glimpse of Montreal

St. Simeon, a quaint, picturesque village, near which are many mountain lakes, well stocked with speckled trout.

Tadousac, at the mouth of Saguenay River. Jacques Cartier anchored here under the shelter of Hare Island. It was the first settlement made by the French. Here there is another large and excellent hotel, owned and operated by the company—"The Tadousac." Immediately in front of the hotel there is a beautiful sandy beach. The grandeur of the scenery is a continual source of enjoyment. The atmosphere is especially bracing, and hay fever is unknown. After a couple of hours' stop the steamer proceeds quietly up the Saguenay River, during the night, the trip being enhanced by the use of the steamer's searchlight.

Chicoutimi is at the head of navigation on the Saguenay. The Chicoutimi River here joins the Saguenay. From Lake Kenogami, seventeen miles from Chicoutimi, this river falls 486 feet.

Roberval is sixty miles from Chicoutimi by rail, on the west shore of Lake St. John.

The Saguenay River. Arrival and departure in the morning at Chicoutimi varies with the tide. About an hour's stop is made here, after which the steamer makes her start for a daylight trip down the dark and mysterious river. Opposite Chicoutimi is St. Anne de Chicoutimi, then comes Point Roches, Point au Pin, Cape Jasseux and High Point, and soon we pass the Isles Petites, at which point the spring tides rise eighteen feet, and the steamer rounds Cape West and enters Ha Ha Bay, at the head of which is

St. Alphonse, a little village at the edge of civilization in the north. Facing Ha Ha Bay is Cape East, and six miles below is a point called La Descente des Femmes, and six miles east is a remarkable vertical rock called La Tableau.

After St. Alphonse settlement ceases, and then, as every mile is passed, the great river continues to grow more solemn and more grand, until the climax is reached at

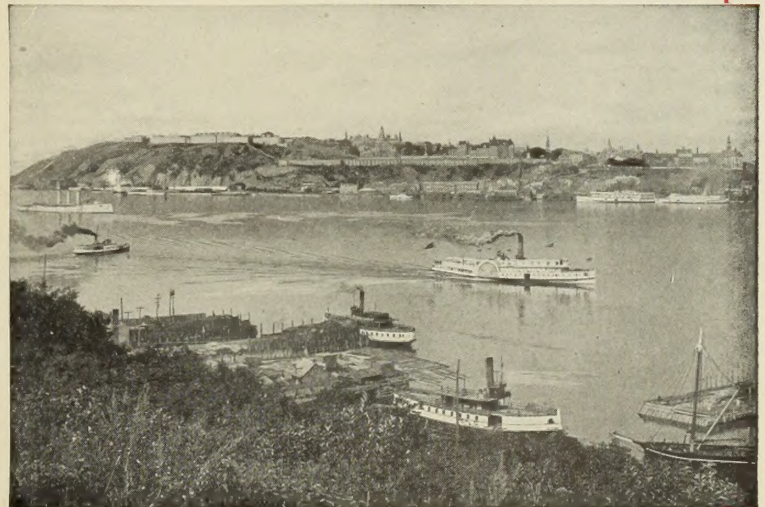
Capes Trinity and Eternity, about midway between Chicoutimi and Tadousac. They are on the south side, and about

2,000 feet in height, and face one another with a small bay between. Trinity is the more westerly of the two, and, while one mountain, it has three elevations, as seen from the Saguenay, hence its name. Its east side, on the little bay, is bare, perpendicular rock, and as you gaze up its unbroken steep, it appears as if it might fall over and crush the steamer. From the capes to Tadousac the scenery is of the grandest possible description. Six miles east of the capes, on the same side, is Bay St. John, and a short distance farther east the Little Saguenay flows in from the south. About seven miles farther, on the north side, is the mouth of the Marguerite, a fine salmon river; then comes St. Etienne Bay, Pass Pierre Islands, and Point la Boule, and then the mouth of the Saguenay itself, with Point aux Bouleaux guarding the west, and Point aux Vache the eastern side of the entrance. The landing at Tadousac is in a little bay called Anse a L'Eau, and the trip through the dark waters of the Saguenay is over; it is termed a river, but its stupendous depth, given by some authorities as a mile and a half in places, indicates no ordinary channel cut by surface water or river, but rather a great rift, the result of some volcanic convulsion, which split the mountains asunder and left this immense chasm, which the waters were compelled to fill before they could find further vent. As the steamer generally arrives at Tadousac early in the afternoon, ample time is given for a visit to the government salmon hatchery, the little old church, the first in Canada, and Dwight's Park. On the following morning the tourist is again in Quebec, with the day before him before taking steamer in the evening for Montreal.

Passengers arriving in Quebec early in the morning may occupy their staterooms until 8.00 o'clock.

R. & O. HOTELS

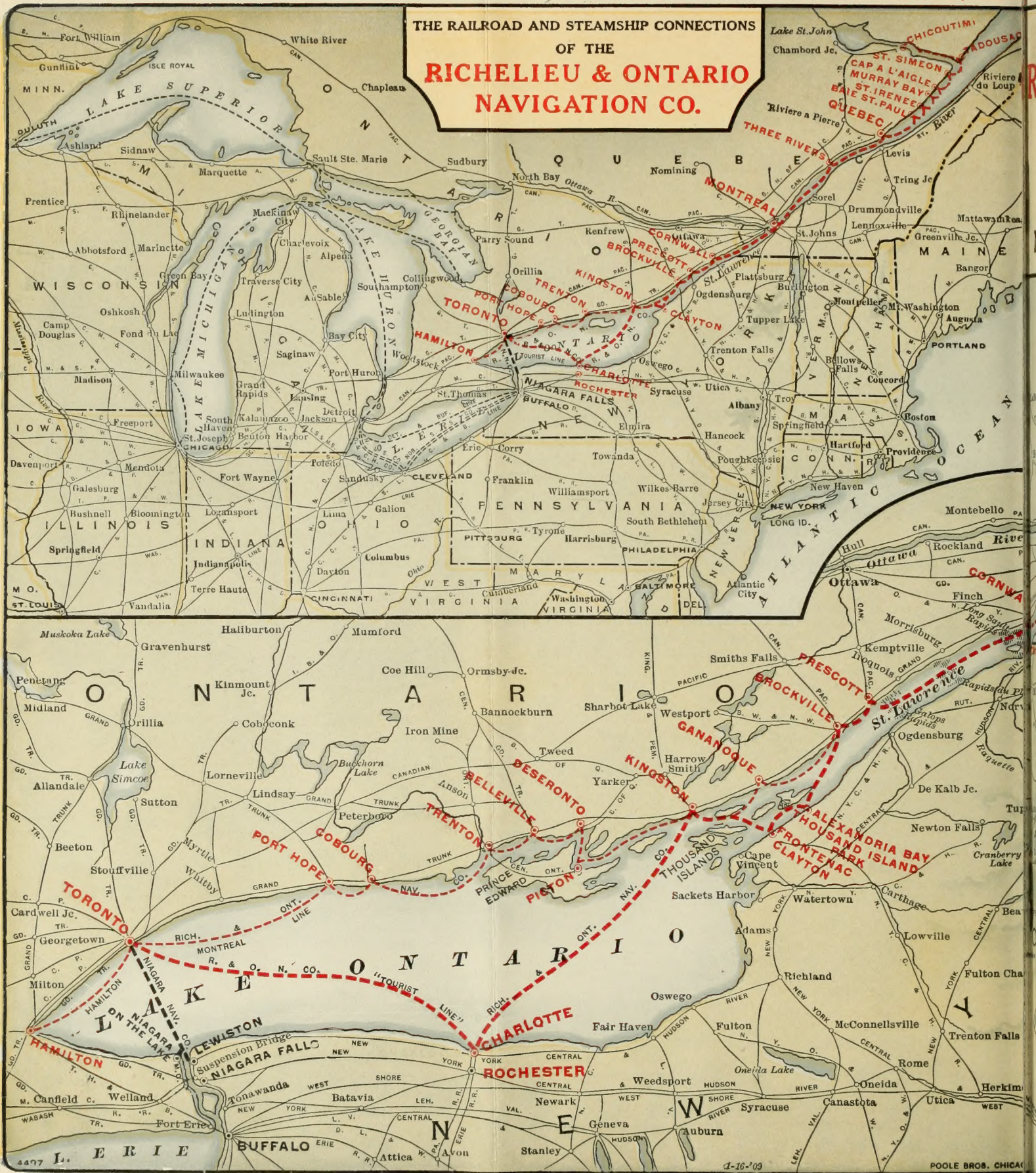
Manoir Richelieu (250 rooms, many with bathrooms), owned and operated by the R. & O. N. Co., is designed to fill the need of a high-class summer resort hotel on the Lower St. Lawrence, amid the Laurentian Mountains. No expense has been spared in furnishings, and the cuisine is of the highest class. In connection with the hotel are tennis lawns, golf links, bowling



Quebec, Founded 1608

alleys, billiard rooms, etc., also a large swimming pool, 42x62 feet, constantly supplied with salt water at a suitable temperature for bathing. For booklet address H. M. Paterson, Manager, Manoir Richelieu, Murray Bay, Quebec (until June 15th at Company's office, Montreal).

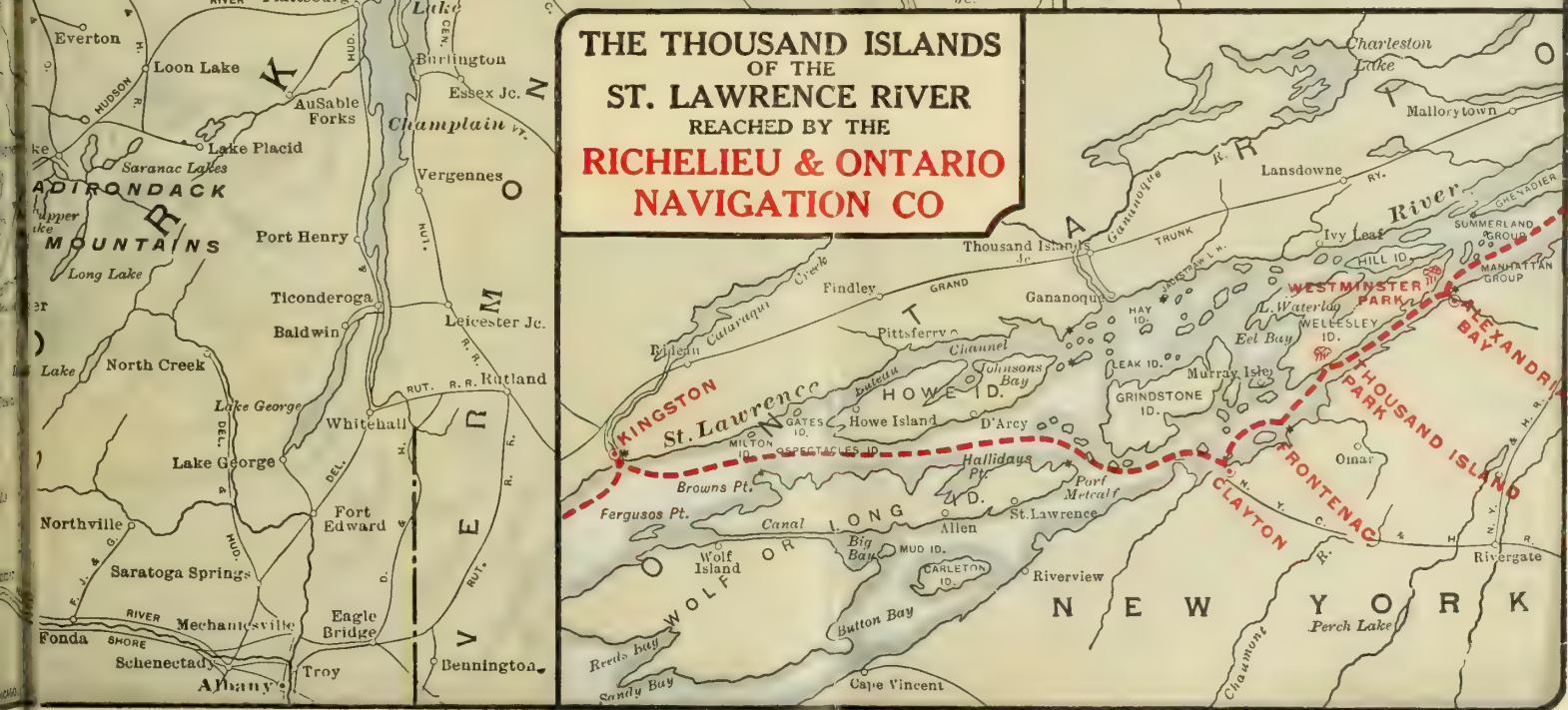
THE RAILROAD AND STEAMSHIP CONNECTIONS
OF THE
**RICHELIEU & ONTARIO
NAVIGATION CO.**

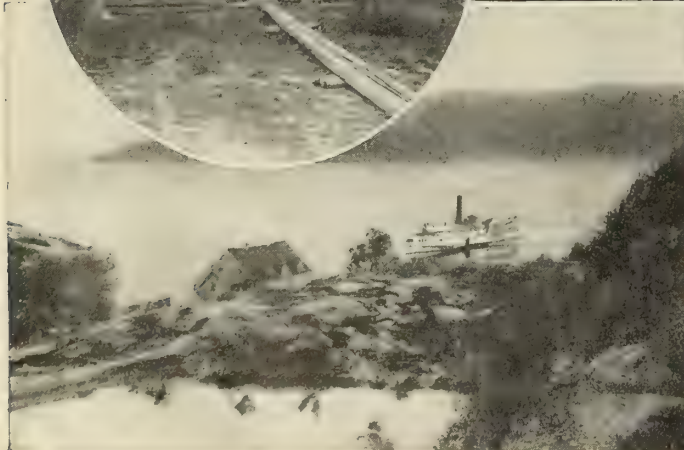
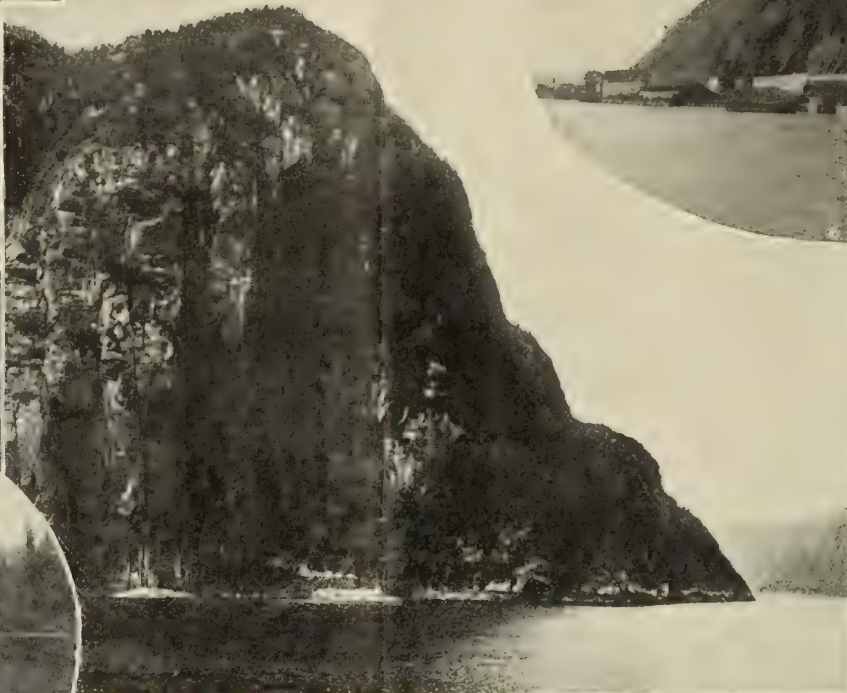


THE Richelieu & Ontario Navigation Co.

"The All Water Route"

NIAGARA TO THE SEA

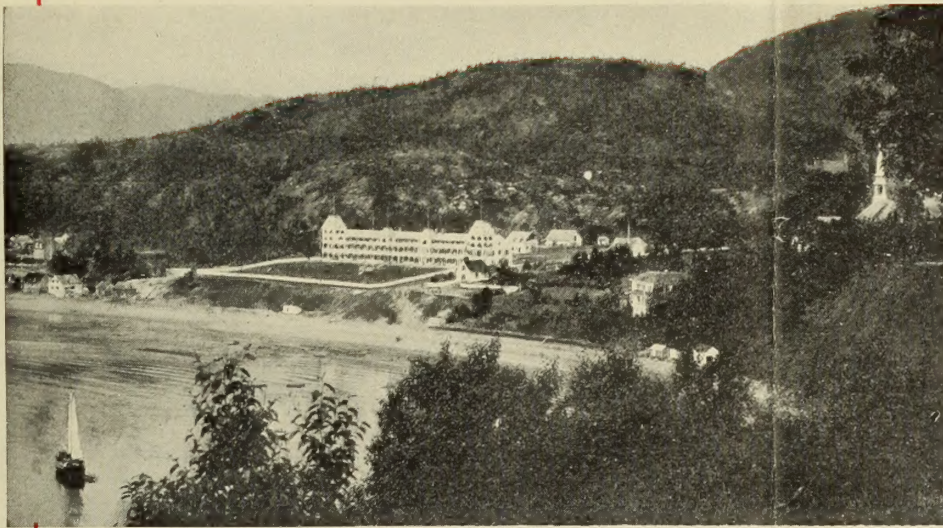




1. The Basilica, Quebec
4. One Day's Catch at Tadousac
7. R. & O. Fishing Camp, Tadousac

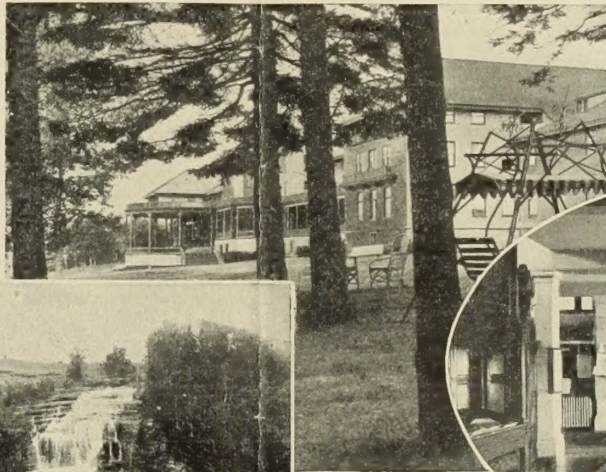
2. Rocks at Pt. au Pic
5. Cape Trinity, Saguenay River
8. Champlain Monument, Quebec
10. Dufferin Terrace, Quebec

3. Old Church, Tadousac
6. Citadel, Quebec
9. Mouth of the Saguenay



Tadousac Hotel, Tadousac, Que.

Tadousac Hotel. Tadousac is one of the most picturesquely situated villages on the Lower St. Lawrence, and here the Company maintains another attractive summer hotel, which possesses golf links, tennis lawns, bowling alleys, etc., and which is particularly attractive as a family resort. Salmon and trout fishing may be enjoyed in the immediate neighborhood and reliable guides are always obtainable. The Company has leased five lakes, six miles by road, from Tadousac, where splendid trout fishing may be had. A camp has been built for the exclusive use of guests of the hotel and the trip can be made with ease, F. B. Bowen, Manager, Tadousac Hotel, Tadousac, Quebec (until June 15th, care of R. & O. N. Co., Montreal).



New Steamers "Montreal" and "Quebec"

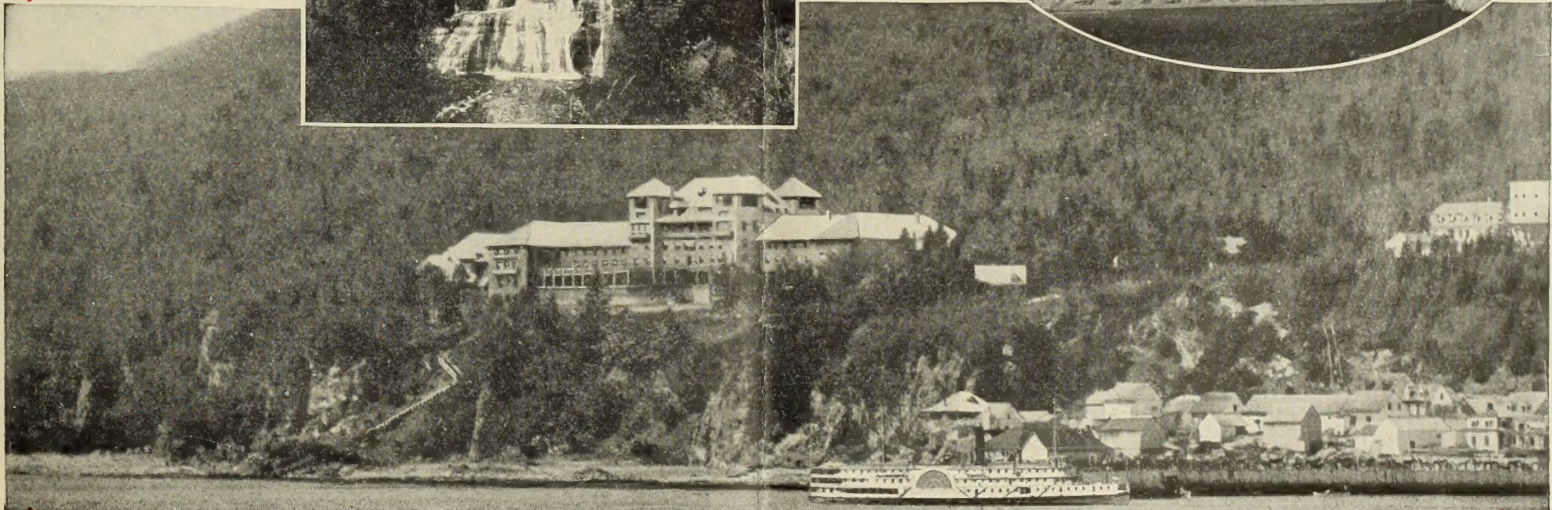
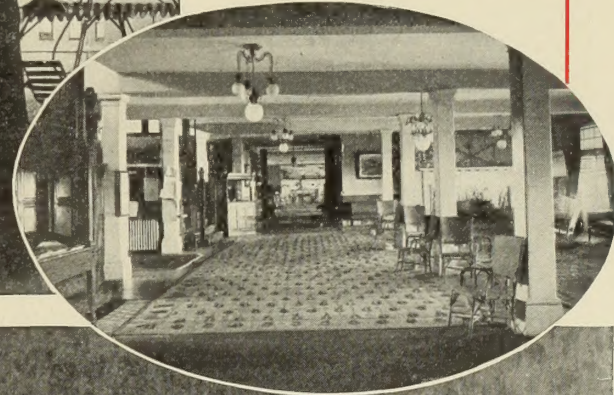
The company has built these new steamers to run between Montreal and Quebec. They are not excelled by any steamers on inland waters in luxury and up-to-date conveniences and comforts.

They have dining rooms on the main deck aft. Forward of the dining room is the entrance hall, with the Purser's office and baggage room on one side and café on the other.

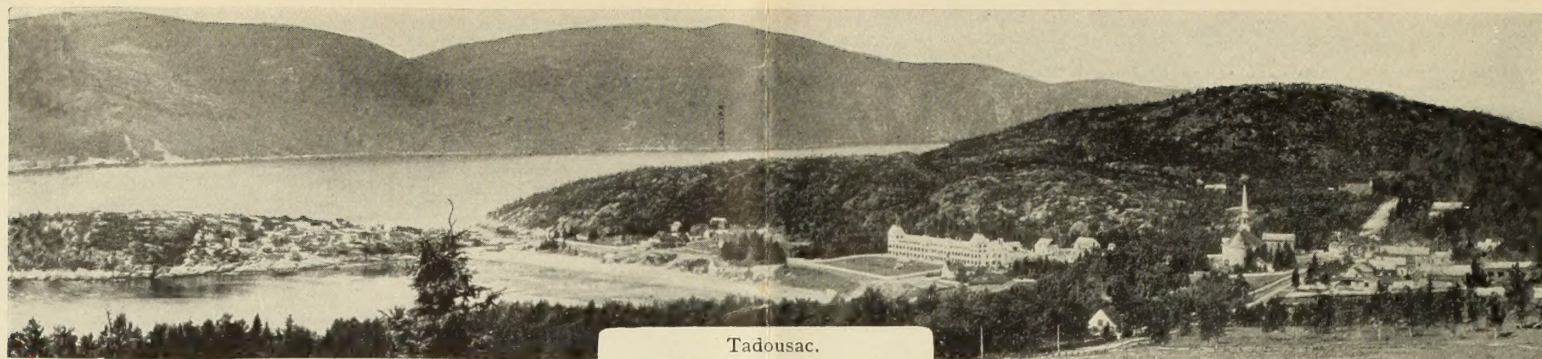
The entrance hall of the "Montreal" has rubber-tiled floor and is paneled in dark mahogany relieved by large bronze pictures in relief.

The arrangement of the upper saloons and staterooms is much the same as on the steamer "Kingston." The main stairway to the upper saloon is in the entrance hall, and in front of the landing space at the top of the stairway is the stairway to the gallery deck. The total number of staterooms is 260, including twenty parlor rooms with bath rooms attached.

The stair and gallery railings are of bronze leaf work. The furniture is of dark mahogany and green plush, and it, as well as the general ornamentation of the upper saloon is in Louis XV. style. The dome ceiling is more richly ornamented than usual with heavy scroll work, and its leading features are two large allegorical paintings, representing the periods of the day. At the head of the staircase is a large painting of Cardinal Richelieu by a noted artist. Steamer "Quebec" is a sister ship to the Montreal.



Manoir Richelieu, Murray Bay, Que.



Tadousac.

GENERAL OFFICES

MONTREAL, CANADA

R. FORGET, M. P., President
C. J. SMITH, General Manager
F. PERCY SMITH, Secretary
J. V. O'DONAHOE, Manager's Assistant
GILBERT JOHNSTON, Mechanical Superintendent
J. A. VILLENEUVE, Comptroller and Treasurer
M. CUSSEN, Auditor Freight and Passenger Receipts

THOMAS HENRY, Traffic Manager
H. FOSTER CHAFFEE, Ass't Gen'l Pass. Agent, Toronto
R. McEWEN, General Baggage Agent, Montreal, Que.
W. F. CLONEY, District Pass. Agent, Rochester, N. Y.
J. W. CANVIN, District Passenger Agent, Alexandria Bay, N. Y.
JOS. F. DOLAN, City Passenger and Ticket Agent, Montreal
M. P. CONNOLLY, General Agent, Quebec
HUGH D. PATERSON, Traveling Pass. Agent, Toronto

STEAMERS.

TORONTO-ROCHESTER-MONTREAL LINE—The magnificent steamers "Kingston" and "Toronto" which make the trip as far as Prescott, are two of the finest steamers on the Great Lakes. At Prescott they connect with the new observation steamers "Rapids King" and "Rapids Queen." These steamers all have dining rooms on deck, with large observation windows.

MONTREAL-QUEBEC LINE—New steamers "Montreal" and "Quebec."

SAGUENAY LINE, BELOW QUEBEC—Steamers "Murray Bay," "Tadousac," "Ste. Irenée."

For information about local and ferry lines, see local time tables. Experienced stewardesses on steamers.

CONNECTIONS.

TORONTO—With G. T. Ry., C. P. Ry., Niagara River Line, N. St. C. & T. Ry. and C. N. O. Ry. and Hamilton steamers.
CHARLOTTE—With N. Y. C. R. R., B. R. & P. Ry., L. V. R. R. and Electric Ry.

KINGSTON—With G. T. Ry. and K. & P. Ry., and Rideau Lakes Nav. Co.'s steamers.

CLAYTON—With N. Y. C. R. R. and with all steamers for the Thousand Islands resorts.

PRESCOTT—With G. T. Ry. and C. P. Ry.

MONTREAL—With C. P. Ry., G. T. Ry., C. V. Ry., D. & H. R. R., Rutland R. R., N. Y. C. R. R., for New York, Boston, White Mountains and Adirondack summer resorts.

THREE RIVERS—With St. Maurice Valley Ry. and C. P. Ry.

QUEBEC—With Intercolonial, Q. & L. St. J. Ry., G. T. Ry., C. P. Ry., Q. C. Ry. and Electric Railway to Ste. Anne de Beaupre.

GENERAL INFORMATION.

Lost Tickets. As the company is not responsible for lost tickets, every precaution should be taken for their security.

Stop-over Checks will be granted, on application to Purser, to holders of unlimited first-class tickets.

Children under five years, accompanied, free; children over five years and under twelve, half fare; over twelve, full fare.

Baggage may be checked through to all points on the line, and at Toronto, Montreal, Quebec and Murray Bay customs officers are in attendance to examine baggage, so as to give as little trouble as possible to tourists. Baggage liability is limited to wearing apparel not to exceed one hundred (\$100) dollars in value for a whole ticket, and fifty (\$50) dollars for a half ticket, unless a greater value is declared by the owner, and excess charges paid thereon at the time of taking passage. Passengers having their baggage checked from one point in the United States through Canada to another point in the United States, should request that same be corded and sealed on entering Canada, so as to avoid examination.

Passenger's Mail. Passengers having mail addressed in care of the Company's Offices should apply for same at the ticket offices at Toronto, Rochester, Alexandria Bay, Montreal, Quebec.

Meals.—Meals on the steamers of this line are served on the American plan; breakfast and supper, 75 cents; dinner, noon or evening, \$1.00. Tourist steamers between Toronto and Montreal are provided with lunch counters, in addition to regular dining rooms.

STATEROOMS.

Prices of Staterooms.—Between Toronto Charlotte and Prescott—Inside rooms, \$2.00; berth, \$1.00 and \$1.50; outside rooms, \$3.00; berths, \$1.50 and \$2.00. Parlor rooms, \$5.00; with bathroom, \$6.00.

Between Prescott and Montreal (day boat)—Staterooms, \$2.00.

Between Montreal and Quebec—Inside rooms, \$2.00; outside rooms, \$2.50; parlor rooms, \$4.00 to \$5.00; with bathroom, \$6.00.

Saguenay Line—Inside rooms for round trip, \$4.00; berths, \$2.00; outside rooms for round trip, \$6.00; berths, \$3.00; parlor rooms, \$8.00.

No refunds allowed on stateroom tickets. Passengers should claim stateroom reserved before steamer sails.

If any disagreement with Purser regarding tickets, privileges, etc., passengers should pay Purser's claim, obtain receipt and refer to Traffic Manager, Montreal or Assistant General Passenger Agent, Toronto. Pursers have no discretionary power in such matters, but are governed by rules which they are not authorized to change.

Applications for staterooms from Toronto should be made to W. G. McCULLOCH, Ticket Agent, 2 King Street, East, Toronto, Ont.

Passengers passing through Niagara Falls may make application to H. F. RYKERT, Passenger Agent, 6 Cataract Hotel Block, Niagara Falls, N. Y.

For staterooms from Charlotte, applications should be addressed to W. F. CLONEY, District Passenger Agent, Powers Hotel, Rochester, N. Y.

For staterooms from Thousand Islands points apply to J. W. CANVIN, D. P. A., Alexandria Bay, N. Y.

For staterooms from Montreal to Quebec, and from Montreal westbound to Toronto, address Jos. F. DOLAN, City Passenger and Ticket Agent, 128 St. James St., Montreal, P. Q.

For staterooms from Quebec to Montreal, or from Quebec to the Saguenay, address M. P. CONNOLLY, General Agent, Quebec, P. Q.

During July and August rooms on all steamers must accommodate at least two persons. Each stateroom is arranged for two or three persons, therefore in requesting reservation, it is important to state whether the accommodation desired is for a lady, gentleman, or family, so that passengers may be properly located.

TICKETS and information may be obtained at Principal Railway, Lake and River Steamer Ticket Offices in the United States and Canada.

LUXURIOUS NEW STEAMERS COMBINING SPEED, SAFETY AND COMFORT

TIME SCHEDULE—1909.

TORONTO-ROCHESTER-MONTREAL LINE.

SEASON JUNE TO SEPTEMBER.

Steamers leave Toronto and Montreal from June 1st daily except Sunday. From July 1st until September 11th, daily from Toronto (Sundays excepted from Montreal). September 13th to 18th daily except Sunday, 20th to 29th. Mondays, Wednesdays and Saturdays. From Kingston, Thousand Island points and Prescott there is no Monday service until July 5th or after September 6th. After September 20th steamers leave these last named points Tuesdays, Thursdays and Sundays.

EAST-BOUND		TIME TABLE		WEST-BOUND	
Read Down				Read Up	
3.00 PM	Leave	Toronto	Arrive	7.00 AM	
11.00 PM	"	(a) Charlotte	Leave	11.45 PM	
5.15 AM	Arrive	Kingston		5.00 PM	
6.00 AM	Leave	(b) Kingston	Arrive	4.50 PM	
7.20 AM	"	(c) Clayton	Leave	3.00 PM	
7.30 AM	"	Frontenac		2.50 PM	
	"	(d) Thousand Island Park	"		
8.00 AM	"	Alexandria Bay (h)	"	2.15 PM	
9.20 AM	"	(e) Brockville	"	12.45 PM	
10.15 AM	Arrive	(f) Prescott (g)	Leave	11.55 AM	
10.25 AM	Leave	(f) Prescott	Arrive	7.00 AM	
1.00 PM	"	Cornwall		10.30 PM	
6.30 PM	Arrive	(*) Montreal	Leave	12.00 NOON	

(*) Passengers for Quebec are landed at Victoria Pier, Montreal, alongside Quebec steamer.

(a) Connecting with N. Y. C. R. R. for all points east and west at Rochester, where connection is also made with Lehigh Valley R. R. and B. R. & P. R. R.

(b) Connecting with Grand Trunk R. R. trains at Kingston wharf.

(c) Connecting with N. Y. C. R. R. trains at Clayton wharf.

(d) Reached by connecting steamer from Clayton, Frontenac, or Alexandria Bay.

(e) If stop at Brockville cannot be made with safety the company reserves right to cancel stop.

(f) East-bound passengers change at Prescott from lake steamer to observation, steamer to run rapids, and westbound passengers from observation to lake steamer.

(g) Connecting with C. P. R. to and from Ottawa and with Grand Trunk day express from Montreal.

(h) Westminster Park is reached by ferry from Alexandria Bay. Close connection with all steamers.

(o) Passengers westbound from Montreal may also take Grand Trunk train at 9.00 a.m. (International Limited); making connection at Prescott with lake steamer, daily except Monday during June. Daily from July 1st to September 12th and September 14th to 18th, and thereafter on Tuesdays, Thursdays and Sundays, reaching Rochester and Buffalo the same night, and Toronto the following morning.

MONTREAL-QUEBEC LINE.

SEASON MAY TO NOVEMBER.

Steamers leave Montreal and Quebec daily except Sunday until May 29th. Commencing May 30th daily until September 30th, and thereafter daily except Sunday.

EAST-BOUND		TIME TABLE		WEST-BOUND	
Read Down				Read Up	
7.00 PM	Leave	Montreal	Arrive	7.00 AM	
9.45 PM	"	Sorel	Leave	2.30 AM	
1.00 AM	"	Three Rivers	"	11.30 PM	
2.30 AM	"	Batiscan	"	9.45 PM	
6.30 AM	Arrive	Quebec	Leave	6.00 PM	

Passengers for the Saguenay, etc., are landed alongside Saguenay steamer at Quebec.

SAGUENAY LINE.

SEASON MAY TO NOVEMBER.

Steamers leave Quebec for the Saguenay as follows:—Until June 12th, on Tuesdays and Saturdays June 15th to July 10th on Tuesdays, Wednesdays, Fridays and Saturdays. July 12th to September 8th, daily. September 10th to 29th, Tuesdays, Wednesdays, Fridays and Saturdays. October 1st to November 16th, Tuesdays and Saturdays.

EAST-BOUND		TIME TABLE		WEST-BOUND	
8.00 AM	Leave	Quebec	Arrive	6.00 AM	
11.30 AM	"	(j) Baie St. Paul (j)	"	12.20 AM	
12.15 PM	"	Eboulements	"	11.30 PM	
1.30 PM	"	St. Irene	"	10.20 PM	
1.50 PM	Arrive	Murray Bay	Leave	10.00 PM	
2.30 PM	Leave	Murray Bay	Arrive	6.30 PM	
2.50 PM	"	(k) Cap à L'Aigle	"		
4.30 PM	"	St. Simeon	"	4.30 PM	
7.00 PM	"	Tadousac	"	12.30 PM	
According to tide	"	L'Anse St. Jean	"	According to tide	
According to tide	"	Ha Ha Bay	"	According to tide	
According to tide	Arrive	Chicoutimi	Leave	According to tide	

(j) Call at Baie St. Paul will be subject to conditions of weather and tide.

(k) Call at Cap à L'Aigle during daylight only from June 1st to September 15th.

(l) During May and after October 1st steamers will leave Tadousac and points west thereof two hours earlier than schedule on westbound trip.

GENERAL INFORMATION.

Time tables show the time steamers should arrive at and leave different ports, but their departure, arrival or connection at time stated is not guaranteed, nor does the company hold itself responsible for any delay or any consequences arising therefrom. All times subject to fluctuation from stress of weather, etc., and change with or without notice.

SPECIAL NOTICE.—Richelieu & Ontario steamers may not carry passengers from one port in New York State to another port in same State, nor will stop-over be permitted at two United States ports in succession.

Passengers taking passage at Charlotte may not stop off at Clayton, Frontenac or Alexandria Bay, or vice versa.

NEW OBSERVATION STEAMERS.

The Company's new steamers "Rapids King" and "Rapids Queen" in commission between Prescott and Montreal, are the largest steamers which have ever run the Rapids of the St. Lawrence regularly. The "Rapids King" is 240 feet in length and 43 feet wide, which is the limit of size permitted by the St. Lawrence Canals. Her hull is sheathed with rock elm. She is of the day boat excursion type, having very large observation decks, and 50 staterooms for the use of passengers westbound. Her arrangement is as follows:

MAIN DECK. The forward portion is devoted to baggage, engine-room, etc. Then comes the entrance hall for passengers, and the after portion is taken up with a large dining room.

FIRST PROMENADE DECK contains the staterooms and a comfortable saloon with large observation space at bow and stern.

SECOND PROMENADE DECK is devoid of staterooms, having a very large promenade space all around the steamer, and a saloon in the centre with windows all around so that passengers may view the scenery either from inside the saloon or from the deck outside. The wheel house and officers' quarters are above the second promenade deck so that this deck is entirely devoted to the comfort of the passengers and affords them an unrivalled opportunity of seeing the beauties of the trip through the rapids. With this new arrangement the steamer will be able to carry a thousand passengers in comfort. The "Rapids Queen" is sister ship to the "King."

FARES BETWEEN SOME OF THE PRINCIPAL POINTS.

BETWEEN TORONTO

AND	ONE WAY	ROUND TRIP
Thousand Islands	\$ 5.60	\$ 10.00
Montreal	10.00	16.70
Quebec	14.25	21.50
Murray Bay	16.75	25.25
Tadousac	17.75	26.50
Saguenay River	18.50	28.50

BETWEEN CHARLOTTE

(PORT OF ROCHESTER.)

AND	ONE WAY	ROUND TRIP
Montreal	\$ 9.00	\$ 15.00
Quebec	13.25	20.35
Murray Bay	15.75	25.05
Tadousac	16.75	26.35
Saguenay River	17.50	28.35

See footnote, page 21.

BETWEEN THOUSAND ISLANDS

AND	ONE WAY	ROUND TRIP
Montreal	\$ 5.50	\$ 9.50
Quebec	9.75	14.60
Murray Bay	12.25	18.35
Tadousac	13.25	19.60
Saguenay River	14.00	21.60

BETWEEN MONTREAL

AND	ONE WAY	ROUND TRIP
Quebec	\$ 4.25	\$ 6.50
Murray Bay	6.75	10.25
Tadousac	7.75	11.50
Saguenay River	8.50	13.50

BETWEEN QUEBEC

AND	ONE WAY	ROUND TRIP
Murray Bay	\$ 3.00	\$ 4.70
Tadousac	4.00	6.00
Saguenay River	4.50	8.00

A new feature in the meal service on the steamers between Toronto and Montreal, is a buffet on the main deck in addition to the regular meal service in the dining room.

INFORMATION BUREAUS.

The Company maintains information bureaus at 6 Cataract Hotel, Niagara Falls, N. Y., Alexandria Bay, N. Y., and on each of the steamers, where full information as to fares, time tables, etc., may be obtained.



**NIAGARA
TO
THE SEA**

**THOUSAND ISLANDS,
RAPIDS, MONTREAL,
QUEBEC, SAGUENAY RIVER.**



DAY & NIGHT

**RICHELIEU
& ONTARIO
NAVIGATION CO.**

**1909 is the Centenary of Steamer Navigation
on the St. Lawrence River.**